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# Hongkong Daily Press.

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12.45 p.m. to 1.15 p.m. ... Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.  
2.15 p.m. to 8.00 p.m. ... Every 15 minutes.  
8.00 p.m. to 9.00 p.m. ... Every 15 minutes.  
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9.30 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.00 a.m. to 11.00 a.m. ... Every 10 minutes.  
11.00 a.m. to 12.00 Noon. ... Every 15 minutes.  
12.00 Noon to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 6.00 p.m. ... Every 15 minutes.  
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Hongkong, 22nd June, 1908

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The Daily Press.

HONGKONG, JUNE 29TH, 1908.

It was rather surprising some weeks ago to hear that Russia had consented to sell to Japan that section of the Chinese Eastern Railway that runs between Harbin and Kwangchings. The Treaty of Portsmouth gave to Japan the large portion of the railway, as far up as Kwangchings, but the Russian representatives stubbornly refused to consider the surrender of the remaining section to Harbin, which gave to the holders access to central Manchuria. The terms of peace in this detail resulted, as we know, in the Russians and Japanese continuing to face each other at the junction at Kwangchings, which thus obtained an importance it had not hitherto been able to boast of. Almost exactly a year ago the two Powers came to an agreement for the working of the junction, "to regulate and facilitate traffic between the two sections of the railway." This raised the question of the nationality of the junction itself, of which flag was to fly over Kwangchings, and the question was settled permanently as we supposed, by Russia agreeing to pay Japan a considerable amount for her recognition of Russia's retention of the place. The news that Japan has now re-acquired Kwangchings and the line to Harbin was therefore sufficiently surprising to require confirmation. So far we have not encountered any authoritative contradiction of it, and we are left with the supposition that Russia must be on the point of abandoning her pretensions in at least those parts of Manchuria. Some confirmation of her intention to do so will be henceforth to the limits of

her recognised borders is provided by her convention with Japan of last July, and in addition the St. Petersburg papers have been reporting speeches by Russian publicists which further suggest that the colossus of the north is no longer so intent on disturbing the peace of the Far East. This does not mean, of course, a complete withdrawal from the Far East, but one of those temporary refractions to consolidate and strengthen the progress admittedly made, with which Russian history has made us familiar. Even this is good hearing for those who long for an era of real peace on this side of the world. By restricting and concentrating her efforts to Siberia and the Amur valley, Russia should have sufficient to keep her employed for many years, especially if the Amur line enterprise talked of is to go through. After selling this strip of 150 miles or so to Japan, Russia still holds nearly a thousand miles of line in Manchuria, which is not likely to be sold back to the Chinese authorities think, until Vladivostock is effectively linked with Russia via the all-Russian line. From Japan's point of view, the line to Harbin must be the most valuable accession, extending her influence, already paramount in Southern Manchuria, in central Manchuria to an almost equal extent. One thing seems sure, that if Russia has in fact sold this extension to Japan, there can be no truth in the theories of those who have been saying that Russia was preparing for another war with Japan. They would never have allowed a potential enemy such an advantageous position, whence it would be easy, as has been pointed out, to cut off Vladivostock and the entire seaboard.

The French Mail of the 26th May was delivered in London on the 26th inst.

A lantern lecture on "New Zealand" will be given by Mr. J. W. Macfarlane at the Y.M.C.A. Room to-night.

Eight cases of plague, two fatal, were reported in Hongkong during the day ended noon on Saturday. This brings the total up to 9-3.

The Christian Scientists of Hongkong held the inaugural service in their new quarters yesterday. The rooms were beautifully decorated for the occasion.

An important commercial paper published in London gives some information about trade in the Chinese "province of Wu." Perhaps it means Boraboolagh.

In the Duns, on May 28, during the discussion on the Eastern Chinese Railway, M. Kovkovskoff, the Minister of Finance, avoided replying to a question asked by M. Nakrassoff as to whether the railway would remain in Russian hands.

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty, to the following Ordinance passed by the Legislative Council:—Ordinance No. 12 of 1908:—An Ordinance to provide for the registration of Chemists and Druggists and to regulate the Sale of Poisons.

"Tatler" in the "Jewish Chronicle" says:

A good story is going the round of theatrical circles which has the advantage of being perfectly true. One of the features of Mr. Beauchamp Tree's production of the "Merchant of Venice" has been his introduction of real Jews to form the crowd in the Ghetto. When Mr. Tree interviewed his Jewish crowd he informed them that one of the things that would happen to the Christians in the play would affect to spit upon them. "Understand," said Mr. Tree, "it will not be real, but only pretence." He then informed them as to the proposed re-enactment. One old man looked wistfully at Mr. Tree, and said, at last: "I say, sir, couldn't you make it a little more real and let them spit?"

Scurvy, that dread disease from which the seamen of former generations suffered so severely, is now heard of but very occasionally. Dr. Williams, medical officer of health for the port of London, notes one case in his annual report, apparently for the purpose of emphasizing this fact. The reason, of course, not far to seek. The greater part of the world's overseas trade is conducted by steamships and they are consequently very much shorter. Another reason mentioned by Dr. Williams is that better methods of preserving foodstuffs are adopted in these later days. He might perhaps have added that the more careful inspection of provisions intended for the consumption of seamen and the extension of the dietary scale have had something to do with it.

The St. Petersburg papers contain long extracts from the indictment against the former Governor, Vice-Governor, doctor, and warden of the Astrakhan Prison, who have just been tried on charges of systematic and brutal maltreatment of prisoners. The latter were beaten and kicked and hit all over the body with swords, revolvers, bricks, and padlocks. The Governor devised an arrangement which was called "the Bulgarian blunder," consisting of a length of cloth filled with sand, blows from which caused terrible internal injuries without leaving any outward mark. One prisoner who refused to confess to a murder died as the result of the cruelty to which he was subjected. The doctor certified that he had succumbed from natural causes, probably from consumption. The charges occupy nine closely printed columns of the local newspapers. The Governor and the Vice-Governor were sentenced to eight years' penal servitude, and five of the warders to five years, while the doctor was dismissed from his post.

Colonel the Hon. John Townshend St. Aubyn, who by the death of his father, the first Baron St. Lavan, became a peer, has had a distinguished career in the Army. He joined the Grenadier Guards, the regiment of which he is now the colonel commanding, in 1878, and served in Egypt and the Sudan from 1883 to 1885. He took part in the Soudan expedition of 1884 and in the Nile expedition of 1884-85. He was A.D.C. to the Governor of Hongkong in 1889, and A.D.C. to the Governor-General of Canada in 1891.

*El Nervio*, the chief newspaper of Bilbao, authoritatively states that, in order to promote national industry, the Government has decided that 60 per cent. of the contracts for the building of a squadron of war vessels, and the reconstruction of the arsenals of Ferrol and Cartagena, shall be allotted to Spanish firms, the remaining 40 per cent. going to foreign firms. The whole scheme will cost about 20 million pesetas (about £2,000,000), and a British-Spanish Association has been formed to take up the contracts. Messrs. Vickers, Sons, and Maxim having 40 per cent.

Doubt has been thrown upon the belief that sailors are a sufficiently long-lived race to benefit by Mr. Asquith's pension scheme. From this point of view some interesting figures, showing the experience of the Royal Alfred Merchant Seamen's Institution, have just been published. According to the annual report, the organisation benefits 613 old salts, of whom 75 per cent. have already passed the age of 70, and the balance have but little leeway to make up. Some forty out of the 613 were 80 years of age when they were elected to the benefits of the institution. The figures suggest that seamen sometimes live to a great age.

The 18th annual meeting of the New London Borneo Tobacco Company was held in London last month. The Hon. C. H. Stratton, who presided, moved the adoption of the report. He stated that the year 1907, when the 1906 crop was sown, was a successful one. The company's tobacco was good, and there were no droughts to spoil it. The market was in a buoyant condition. The result was that the company realised the good average price of £1.50 per lb. They had had from the 1907 crop, 8,413 bales forwarded, compared with 7,058 bales in 1906, but the quality was not so good. Considering that the market felt the effect very much of the setback in the United States, and that the year was not so favourable in Borneo, they must rest content with the prices they had obtained in Amsterdam up to date. Borneo had never compared so favourably as it had done this year with Sumatra in the prices which had been obtained. Mr. P. E. Lawrence seconded the motion, which was adopted.

The popular notion of Portia, in the "Merchant of Venice," is of an eloquent young advocate, and so she is commonly represented in the trial scene. This is wrong, as a learned Shakespearean commentator long ago pointed out. "In the representation of this scene," he says, "pictorially or on the stage, it seems never to be remembered that Portia throughout the trial appears as a judge, not as advocate, and that her proper place, therefore, is on the judgment seat, rather than on the floor of the court in front of the stage." In Mr. Tree's presentation of this piece this view has been adopted, and Portia appears on the Bench beside, but a little below, the Duke. On a careful perusal of the scene it is plain, says the "Law Journal," that Portia's true position is that of a legal assessor to the Court, occupying much the same relation to the Duke as the Esquire of London does to-day to the Lord Mayor.

Mr. William Marshland, secretary of the Amalgamated Association of Operative Cotton Spinners, in his quarterly report just issued, says:—"Since we issued our last report the unsatisfactory state of the cotton trade has become considerably more pronounced, and the present outlook is not by any means cheering. The recent boom has fully run its course, leaving the world's markets well supplied for the moment with cotton goods, a fact which is making it impossible for owners of spindles to do business on anything like a profitable basis as they have lately been accustomed to." Where only a few months ago spinners were unable to deliver yarn fast enough to satisfy the requirements of their customers, they are now experiencing much difficulty in getting rid of their yarn at all. Stocks have begun to accumulate at a rate which forbodes no good either to the trade or the operatives engaged in it. The position is rendered all the more serious by reason of the large quantities of yarn now being produced at the excessive number of new mills that have been rushed up more hastily than wisely during the past two or three years. It is highly probable that an organised system of high time will be adopted."

At a meeting of the council of the London Chamber of Commerce, Mr. Charles Charlton presiding, a discussion took place as to the policy of the chamber in regard to the Port of London Bill, on which a report was received from a special committee, whose recommendations were unanimously confirmed. Satisfaction was expressed with the Bill introduced for the creation of a new port authority, and the declaration of the Government that the purchase of the docks would be shown to be based on reasonable conditions. It was further resolved that the chamber, in view of the large and varied interests involved, should be represented by counsel before the joint committee to which the Bill has been referred, of which the president of the chamber (Sir Albert Spicer, M.P.) is a member. Arrangements were made for a delegation to wait upon the President of the French Republic at St. James's Palace. In view of the chamber's having supported resolutions at meetings of the associated chambers approving, in principle, of European money postage and penny-a-word telegrams the council appointed its chairman to co-operate with Mr. Heneker, Heaton, M.P., in urging the proposal in various European countries.

"Truth" gives lines indited by Brother Chaubaud-Siggins on the proposed Sunday opening of the Great White City. He considers the suggestion "Iniquitous! Monstrous! Profane!" and thus concludes:—

"But gadding to show on the Sabbath, a curse is.  
My soul such a prospect deplores!  
One o'clock! Here at last. What a slow,  
so old Time is!  
And the pubes will be opening their doors,  
Which reminds me the time for my visit  
has come.  
To the 'Marquis of Granby' and pineapple  
rum."

The grapefruit and the apple cure have now (say the "Boston Courier") a stalwart competitor in the pineapple. Its latest champion, Dr. David T. Day, a well-known scientist of the United States Geological Survey, lays his own splendid health to the free use of pineapple, and advises all who can to follow his example and be well. "If you have one foot in the grave and a nervous wreck from the attacks of dyspepsia," says Dr. Day, "drink pineapple juice. It is the grandest tonic that nature has yet offered poor man, and is even better as a weapon against old age and decrepitude than the sour milk diet that has made the Bulgarian peasants the longest lived people on the face of the earth."

The Bishop of Norwich delivering a visitation address at Ipswich, cautioned the clergy to exercise especial care in their relations with the ladies. The popularity of the clergy with the ladies, he said, was a not infrequent subject for raillery, perhaps for sarcasm, among the laity. This popularity was really a sign of woman's goodness. Drawn in her gentle, plausibly disposed nature to religion, she perhaps idealised those who appeared to be brought so near to God and was drawn to them in veneration. How could the clergy think of this idealisation without being filled with shame? Anyway, it taught them how circumspect they should be.

It was said to think of any priest laying himself open to the condemnatory reproach of being a clerical flirt. It warned those who were older of the danger of allowing themselves to be flattered by a little coterie of admirers. It warned them to do nothing in word or deed which would impair in their sisters in Christ veneration for the sacred office of the priest.

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## PARIS.

(FROM OUR CORRESPONDENT.)

May 22nd.

## REASONS FOR CONTENT.

the pilot, a member of the crew, who had been on the run in the ship for nineteen years, as to whether the land on the starboard side was Mawan Island, in his opinion. The pilot, unfortunately, was not at his station at a window of the wheel house over the master's head—but, in the temporary absence of the helmsman had taken the wheel from which position he was unable to see the land on the starboard side, and thinking the master referred to the land on the port bow, which he could see, and which he thought resembled Mawan, promptly replied in the affirmative, at the same time putting the helm hard aport, the master immediately afterwards giving orders to that effect. The pilot's evidence here is not very satisfactory, as he was not able to give any reason for his confident recognition of the land. The master was still under the impression that the land he had seen on the starboard bow was Mawan Island, and, after turning to starboard two or three points, righted his helm, and stood up, as he imagined, in mid channel, to go through Capemun. Almost at the same instant the ship took the ground, and the engines were set to half speed. The ship appeared to pass over the rock, and to be afloat, so the engines were put to full speed ahead again, with a view to getting her out of the vicinity of danger, while the walls were being sounded. There is some slight conflict of evidence as to the actual signals given to and received by the engineer, but this is accounted for by the fact that the telegraph was obviously damaged by the shock of impact, and unreliable. When it was found that the ship was making water in considerable quantities, it was decided to beach the ship, for which purpose the helm was put hard a starboard and the ship headed for the nearest beach. She, however, sank before reaching it. We find that all possible steps were taken after grounding to save the ship and passengers. We are of the opinion that the master was guilty of a grave error in judgment in keeping the engines at full speed when he was in any way uncertain of his position in thick weather. He also appears to have placed too much reliance upon the expression of opinion by the Malay pilot, who was not, as it turned out, in a position of any value. Seeing that so much importance was attached to the pilot, it would seem a most improper proceeding to take the helmsman from the wheel, necessitating the absence from his post of the pilot, but this was done by the second mate, without the knowledge of the master. We therefore direct that the master be severely reprimanded and the second mate reprimanded.

## ANGLO-GERMAN AMITY.

A demonstration in favour of Anglo-German amity was held at the Albert Hall in connection with the visit of the German pastors to England. The Prime Minister in the following letter which was read at the meeting expressed the Government's welcome to the visitors and their sympathy with the object of the meeting.

10 Downing-street.

"I gladly avail myself of this opportunity to bid a hearty welcome on behalf of His Majesty's Government and in the name of the British people, and to assure you of our sincere desire to co-operate with you in the promotion of peace and good will among nations—a cause which has been especially committed to the care of the Christian specially countries and creeds.

"I confidently appeal to you to convey to your countrymen on your return home the assurance that the people of this country heartily reciprocate the messages of friendship and good will of which you have been the bearers, and are firmly determined to co-operate in the noble task of the maintenance of cordial relations and good-fellowship between Germany and Great Britain."

## PETTING CRIMINALS.

Consolatory treatment for habitual criminals was one of the subjects of a most interesting Bill briefly introduced by the Home Secretary, Mr. Herbert Gladstone. He explained that it was a Bill for the prevention rather than for the punishment of crime.

The Home Secretary explained that habitual professional criminals after latest crime would be sent to "preventive detention." They would be kept in an institution specially built about half a mile from Parkhurst Prison, in the Isle of Wight. There they would stay until the authorities were assured that they would henceforth lead honest lives, or until by age or infirmity they became incapable of resuming a life of crime.

There would be softer, tenderer treatment for the crime-soaked veteran. His hours of labour would be fewer. He would have more liberty in talking. He would receive better food. He would have a chance of repressive occupation. He would be able to earn wages for his work.

"The present system," said Mr. Gladstone, "is a sufficient deterrent to 50 or 60 percent of the prisoners, but there are two classes for whom it is not a deterrent. There are those who are prima facie of a mental or physical deficiency rather than because of the qualities of Your Majesty; these qualities will draw upon you the unanimous feeling of the people and we shall decide, Sir, to give your oath."

The Emperor, in great irritation, opened the door suddenly, and entered with a stride between the Throne and the assembled Cortes, uttering a very impolite exclamation. Then he turned to the Duke de Infante, and asked, "Why have you come here then? You should have thought it over, or not come here at all. But since you have come here to accept my brother as King, it is your duty to take the oath to him!" On the entrance of the Emperor, and almost before he had spoken, his brother left the Throne as if he had fallen from it, and the grandees raised their hats, which they had been privileged to retain in the presence of the King. The formula of the oath was then read by the Duke, and all the members of the Cortes repeated it, with heads upraised. Chlapowski's book, or at least the French version of it, is extremely interesting from beginning to end, containing as it does numerous anecdotes hitherto unpublished.

## PARIS.

## MUSICAL FASHIONS.

The French military world is delighted at Lord Avebury's Bill prohibiting the importation of plumage and skins into Great Britain, for it will increase his kind of trade considerably in the French capital, in other words, London's loss will be Paris' gain. The loophole of escape for women who insist on wearing feathers in the clause in the proposed Bill to the effect that if a woman is actually wearing prohibited plumage when she arrives in Great Britain she is committing no offence. The trade will merely be transferred to Paris from London, while women too will come over here to buy their ostrich feathers and birds of paradise, and display them in the faces of the Customs officers on the landing stage. True, it will cost more, but some women will have what they want at all costs—nowhere is this better understood than in Paris! "Le Paradis des Femmes" or women's Paradise. All attempts to prohibit the wearing of such plumage in France have failed up to the present. Lord Avebury's well-meant measure has not done so much good after all, as he expected. The loophole in the Bill is almost equivalent to the original freedom. Ladies from the Continent will still continue to import them on their hats.

## PORTRAITS.

Bagatelle—a very favourite and select meeting-place in Paris with society—has just reopened, with another of these interesting exhibitions of portraits of the past which have become a feature of the Paris season. Last year it was women's portraits of the last century. This year the portraits have a more literary and artistic flavour, in spite of there being a few pictures of the family of King Louis Philippe, and other Royalties, lent by the Duc d'Orléans, and the Duc de Chartres. Among the most interesting exhibits are portraits of Lord Byron by Isidor George Sand, by Courbet; Alexandre Dumas and Paganini, by Delaroix; Alphonse Daudet, by Carrières; Rossini, by Ingres; and Carpeaux's busts of Gounod, Grétry, Dumas, and Charles Garnier, the architect of the Paris Grand Opera, which were seen, by the way, at the fine ensemble of Carpeaux's works at the Grand Palais last autumn.

## MUSHROOMS.

The chief or principal attraction of the approaching Horticultural Exhibition at the Municipal hot-houses in the Cours de la Reine, just behind the Avenue des Champs-Élysées, will be a model mushroom bed, installed in the basements of the buildings which formed part of the exhibition of 1900. It is indeed with great surprise that Parisians have learned of the existence in the heart of the city of this vast mushroom bed, which is no accidental discovery of an unsuspecting champignonnerie in an old quarry. The conception of the latest sensational mushroom colony is due to the enterprise of M. Chauchoir, a director of the Syndicat des Cultivateurs de champignons de France, and one of the best known authorities on mushroom culture in France. The work of completing the exhibition, which is very shortly to be on view, has been somewhat delayed by the recent serious floods on the Seine, for the water from the river penetrated into the subsoil of the hot-houses, and M. Chauchoir had to wait until it retreated and the soil had dried. Then he proceeded to close up with planks all the avenues leading to the basement, so that it resembles an enormous cellar, and secures one of the first essentials to successful mushroom production—equality of temperature. The exhibition will take place in two great salars, and visitors will be able to witness the various stages of mushroom culture which is practically as easy as it is interesting and remunerative. Paris is thus endowed with a new industry which is destined to turn out a first class success.

## NAPOLEONIC MUSEUM.

The domestic side of Napoleon I has still to be revealed in its completeness, and the restitution of their original appearance to the apartments of the Château de Malmaison which historical place the late M. Osiris made a gift to the State—would to some extent fulfil this object. Unfortunately the Minister of Fine Arts is not in a position to carry out his plan of transforming Malmaison into a Napoleonic Museum, as much of the material that would have proved most suitable is lacking.

It has been dispersed at various times, and when the Germans invaded France, in 1871, what remained in the apartments of Josephine at Malmaison was smashed, pillaged, or burned. The idea of creating a Napoleonic Museum has been approved by M. Clemenceau, and other members of the Government, and he and the Minister of Foreign Affairs and the Under-Secretary of State for Fine Arts have promised to hand over the historic pieces of furniture at present in their Ministries with a view of assisting to carry out the scheme. M. Jean Adolphe, the engineer of the Palais de Malmaison, has already received a valuable contribution from the Empress Eugénie, who has made a present to the State of the furniture which she inhabited from Queen Hortense, and which she found in her Château of Arenberg.

Among these artistic treasures, all of which originally belonged to Josephine, are a chest of drawers and a writing-table in mahogany and chiselled brass and gilt ornaments. They are the work of the great artist Mansart. Other gifts received from the Empress are a wardrobe and a bed, once the property of Queen Hortense. There is also a writing desk which accompanied Napoleon on his campaigns, and the Emperor's two candelabra with large sheet-iron shades painted green and numerous other very valuable articles. When the Napoleonic Museum is definitely installed it is expected that some of the great collectors of Napoleon's books, or at least the French version of it, will make over pictures and other works of art. An attempt is to be made to open such a Museum.

The movements of the "Star" Co.'s ferry launches, of private steam-boats and of fishing junks do not appear in the above figures. Eight thousand two hundred and thirty-nine (8,239) steamers, 10 sailing ships and 791 steamships not exceeding 60 tons, in foreign trade, entered during the year, giving an average daily entry of 2,477 European constructed foreign-going ships, as compared with 2,55 in 1906. The average tonnage of Ocean-going vessels entered has increased slightly, from 1,749 to 1,785 tons, while that of River steamers has declined from 734 to 661 tons. The British Ocean average has decreased from 1,945 to 1,921 tons. The Foreign Ocean average has increased from 1,945 to 1,921 tons. The Foreign Ocean average has increased from 1,654 to 1,670 tons. The British River steamer average has declined from 749 to 678 tons and the Foreign River steamer average has declined from 623 to 547 tons.

A comparison between the years 1906 and 1907 shows:

## HONGKONG IN 1907.

The Governor's despatch, dated 24th inst., to the Secretary of State reviewing the Blue Book for 1907, was laid on the table of the Legislative Council on June 25th. Sir Frederick wrote:

## FINANCES.

The revenue for the year, exclusive of land sales, amounted to \$6,442,539 or \$179,540 less than the previous year. Land sales amounted to \$162,350 or \$55,682 less than in 1906. The total revenue from all sources was therefore \$6,602,289 or \$42,314 less than in the previous year. All the main sources of revenue show an excess over 1906 with the exception of Licences, rent of Government property, interest and land annuities.

Light dues, licences, fees of Court, Post Office receipts, and of Government property brought in together \$30,504 more than was estimated. The receipts under the remaining heads of revenue were altogether \$14,249 less than were anticipated when the estimates were drawn up.

The expenditure for the year was \$5,023,553 exclusive of Public Works Extraordinary; inclusive of that item it was \$5,757,203 or \$187,407 less than the total expenditure of 1906.

Deficit from the actual receipts for 1907 of the total expenditure, there was a surplus of \$845,076 on the actual working of the year.

## ASSETS AND LIABILITIES.

At the end of the year 1907, the assets of the Colony amounted to \$1,566,735.99, or including arrears of revenue \$2,739,123.22. The total liabilities were \$1,205,995.13 so that the surplus of assets over liabilities amounted to \$153,717.19.

## PUBLIC DEBT.

Inscribed stock at 3 per cent interest, \$341,799, 15s. 1d. incurred for Praya Reclamation; Central Market, Water, Drainage, Sewage Works, &c., to be paid off on 15th April 1943. Inscribed Stock at 3 per cent interest (loan of \$1,100,000 at 4 per cent to Viceroy of Wu-chang) \$1,143,955, 1s. 4d. (Amount repaid by Viceroy placed to credit of Special Account \$20,000, which has been advanced therefrom for Railway Construction.) Sinking fund commenced in 1911. The amount paid into the Joint Sinking Fund with accrued interest reached \$31,813. 4s. 4d. on the 31st of December, 1907. This includes the sum of \$14,352 1s. 1d. surplus of interest paid by the Viceroy in the loan of \$1,100,000.

TRADE AND SHIPPING, INDUSTRIES, FISHERIES, AGRICULTURE AND LAND.

The total of the shipping entering and clearing at Ports in the Colony during the year 1907 shows an increase of 77,678 vessels of 3,251,042 tons, when compared with the corresponding figures for 1906, in which year there was a decrease of 1,457,323 tons due to the loss of local vessels in the typhoon. The greater part of this is due to internal traffic—steamships not exceeding 50 tons plying within the waters of the Colony. If local trade be eliminated, it is found that the remaining figures show the respectable increase of 3,110 vessels of 57,814 to 5.

This increase is distributed as follows:

British Ocean-going vessels 59 ships of 26,693 tons.

Foreign Ocean-going vessels 334 ships of 627,350 tons.

British River steamers 234 ships with a decrease in tonnage of 212,137 tons.

Foreign River steamers 238 ships of 76,750 tons.

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## NOTICE.

Communications respecting advertisements, full descriptions, Printing, Binding, &c., should be addressed to the **PUBLISHER**, and special business matters to the **MANAGER**. Advertisements and Subscriptions which are not ordered for a fixed period will be discontinued until countermanded. Orders for extra copies of **DAILY PRESS** should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplies for Cash. Telegraphic Address: **PRESS**, Codes: A.B.C., 6th Number. P.O. Box, 38. Telephones No. 12.

## NEW ADVERTISEMENTS

## TO LET.

**OFFICE ROOM** on the First Floor of No. 54 Queen's Road Central. Rent moderate. Apply to—

N. MODY & CO.,  
Hongkong, 28th June, 1908. 105

THE GREAT NORTHERN TELEGRAPH CO., LTD., HONGKONG STATION.

## NOTICE.

## CURRENCY CHARGES ON TELEGRAMS.

**SENDERS** of **TELEGRAMS** are hereby notified that from the 1st July, 1908, until further notice the Charges for Telegrams will be collected at the rate of Dollars 0.10 to equal Franc 1.00.

OLAF NIELSEN,  
Superintendent,  
Hongkong, 29th June, 1908. 106

THE EASTERN EXTENSION AUSTRIASIA AND CHINA TELEGRAPH CO., LTD.

## CURRENCY CHARGES ON TELEGRAMS.

**SENDERS** of **TELEGRAMS** are hereby notified that from the 1st July, 1908, until further notice, the Currency Charges for Telegrams will be collected at the rate of 80.46 to equal Fr. 1.00.

J. M. BECK,  
Superintendent,  
Hongkong, 29th June, 1908. 107

## NOTICE.

**TENDERERS** are invited for the supply of 10,000 **TONQUIN HARDWOOD SLEEPERS** named "LIMKONE." Size 8 ft. by 5 ft. by 5 ft. 10 in. to be delivered in two months after the acceptance of tender and 10,000 each in the following months, c.i.f. Wonsabu Railway Wharf.

Tenders to be in Hongkong currency, must be accompanied by \$1,000.00 and will be opened at Railway Head Office on the 21st of July at 2 p.m. Samples must be submitted to the Engineering Office (Chief) at least 10 days before the opening of tenders. The Company is not bound to accept the lowest or any tender.

YUET-HAN RAILWAY CO., LTD.,  
Canton, 28th June 1908. 108

## NOTICE.

**CONSIGNEES** of Goods insured with French Companies, Members of the **COMITE DES ASSUREURS MARITIMES** are informed that no claim will be admitted by the underwriters without Certificat delivered by **MEURER FILS & CIE**, 4 Ice House Street, Agents for the **COMITE DES ASSUREURS MARITIMES**, Hongkong, 26th June 1908. 109

HONGKONG JOCKEY CLUB.

A MEETING of MEMBERS wishing to subscribe for SUBSCRIPTION GRIFFINS for the 1908 Race Meeting will be held on THURSDAY, the 2nd July at 5 p.m. at the Offices of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Chater Road. By Order, T. F. HOUGH, Clerk of the Course, Hongkong, 26th June, 1908. 110

## INTIMATION.

M. F. K. TATA of No. 4, **LENNOX BUILDINGS** has been appointed **SOLE AGENT** for my aforementioned TELEGRAPHIC CYPHERS for Hongkong, Canton, Amoy and Phillips Islands.

THE FIGURE COMPETITION THE UNIVERSAL CONCENTRATOR THE TIGER CHIEF DODGER.

H. C. TRIWEDI, Cypherist and Code-Maker, Hongkong, 24th June, 1908. 111

NOTICE TO MARINERS.

No. 315 (Special).

CHINA SEA.

SANTUAC DISTRICT.

INCOC ISLAND LIGHT ESTABLISHED.

NOTICE IS HEREBY GIVEN that INCOC ISLAND LIGHT was exhibited for the first time at sunset on the 14th instant.

The illuminating apparatus is Dioptric Revolving Group. Flickering of the Fourth Order, showing double White Flashes at intervals of 20 seconds.

The Lighthouse stands on the Western extremity of the Western Island of the Incoc Group and the Light which is elevated 149 feet above the level of the sea should be visible in clear weather at a distance of 84 nautical miles.

The Light is obscured to the Southwestward by the small islet to the S.E. of Fuyan Island on a bearing of approximately N. 51° E. but shows a small arc of about 15° between this islet and the main island. It is also obscured on various bearings by the eastern islands of the Incoc Group between the bearings of about S. 71° W. through West to about N. 40° W.

All bearings are Magnetic and from seaward.

The Tower is a steel structure with a total height from base to lantern vase of 61 feet.

The Tower and Dwellings are painted White.

Approximate position:

Latitude 23° 58' S. N.

Longitude 120° 27' 45" E.

W. FERD. TYLER, Coast Inspector.

Coast Inspector's Office, Shanghai, 19th June, 1908. 112

## AUCTION

By ORDER OF THE MORTGAGEE,  
PUBLIC AUCTION.

M. GEO. P. LAMMERT Auctioneer, has received instructions to sell by Public Auction

TO-MORROW (TUESDAY) the 30th day of June, 1908, at 12 o'clock Noon at his Sale Rooms in Duddell Street THE VALUABLE LEASEHOLD PROPERTIES IN ONE LOT.

Known as Nos. 1, 2, 3, 4, 5, 6, 7, 8 and 9, SUN STREET.

Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15 and 17, MOON STREET, Wanchoe, Hongkong.

The Properties consist of All those Pieces or Parcels of Ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as Index Lot Nos. 1150, 1525 and 1520 and have a total area of 13,694 square feet. Crown Rent \$279 per annum.

Particulars and Conditions of Sale may be had from the Vendor's Solicitors.

Meiss. DEACON, LOOKER & DEACON, 1, Des Voeux Road Central, and also from

Mr. GEO. P. LAMMERT, the Auctioneer.

Hongkong, 23rd June, 1908. 387

## INTIMATIONS

## WANTED.

LESSONS in FRENCH CONVERSATION. Reply stating Terms to H. K. Card of "Daily Press" Office, Hongkong, 27th June, 1908. 104

## PRIVATE BOARD AND RESIDENCE

MRS. GILLIANDERS "CLAREMONT," 2 & A. KENNEDY ROAD, Hongkong, 5th February, 1908. 583

## COLD STORAGE.

THE Hongkong ICE COMPANY, LTD., have no 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily. Sunday accepted, to receive and deliver perishable goods G. K. HAXTON, Manager, Hongkong, 1st April, 1908. 43

S I E N T I N G — U R G E N T D E N T I S T N. 10, O'QUINN ST. 1908

TERMS VERY MODERATE. Consultation Free, Hongkong, 21st September, 1908. 475

DR. M. H. CHAUH.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY. 33, QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1908. 477

DAVID CORSAK & SON'S MERCHANT NAVY BOILED LONG FLAX RELIANCE CROWN TARPAILING ARNHOLD, KARBERG & CO. Sole Agents.

S I N G O N & C O.

IRON, STEEL, METAL and HARWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Ship Chandlers. 35 & 37, HING LOOKE STREET, (2nd Street, west of Central Market) Telephone No. 515. 890

WILL NOT REMOVE.

BY courtesy of the SECRETARY of the HONGKONG HOTEL, we will remain HERE.

NOW SHOWING: NEW SUMMER GOODS.

All Varieties, Most Reasonable Prices.

HOOSAIN-ALI & CO., 25, Queen's Road Central, Under Hongkong Hotel, Hongkong, 1st June, 1908. 651

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Coast Inspector's Office, Shanghai, 19th June, 1908. 103

## TO LET

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“GLENWOOD” GARDEN ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.

2, BEACONFIELD ARCADE, Facing Parade Ground.

No. 1, COLLEGE GARDENS, Furnished: For 5 or 6 Months cheap rental.

OFFICES in Back Buildings, Top Floor. From 1st July, 1908.

BEACONFIELD ARCADE, Fine Offices and Dwelling Rooms in Duddell Street.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Cadogan MacGregor).

OFFICES in Queen's Road Central.

BELLISSES TERRACE HOUSES, ROBINSON ROAD:

No. 3, CAMERON VILLAS, Peak.

No. 3, DUDDELL STREET, Shop.

No. 2, DES VŒUX VILLAS (PEAK).

Apply to— LINSTEAD & DAVIS,

3rd Floor, Alexandra Building, Hongkong, 20th June, 1908. 189

## TO LET.

4 and 5 ROOMED HOUSES in Kowloon.

COMMODIOUS SHOP in Des Voeux Road Central, Hongkong. Immediate possession Moderate rentals.

Apply to— HUMPHREYS ESTATE & FINANCE CO., LTD.

Hongkong, 2nd April, 1908. 840

## TO LET.

OFFICES in ALBANIA BUILDINGS.

Apply to— SECRETARY,

A. S. Watson & Co., Limited, Hongkong, 23rd April, 1908. 191

## TO LET.

FIRST CLASS European Houses, Lochiel Terrace and Humphreys Avenue, Kowloon.

Apply to— TAM TSZ KONG, Care of His Insurance, Exchange and Loan Co., Ltd., 42, Bonham Strand, West, Hongkong, 1st October, 1908. 94

## TO LET.

FROM 1ST MAY.

KOWLOON MARINE LOT 48, Yau Ma Tei, Area 35,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to— SAM WANG CO., LTD., 81, Queen's Road Central, Hongkong, 22nd April, 1908. 190

## TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to— YEE SANG FAT & CO Same address, Hongkong, 28th January, 1907. 270

## TO LET.

FIRST FLOOR of No. 6, Queen's Road Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwellings, lately occupied by FRED. HORNEMANN.

Apply to— DAVID SASOON & CO., LTD., Hongkong, 7th April, 1908. 98.

## TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. SHAWNEE & CO.)

Apply to— THE COMPRODOR DEPARTMENT, E. D. SASOON & CO., Queen's Road Central, Hongkong, 10th June, 1908. 947



## SHIPPING.

## ARRIVALS.

BRABMAR, British str., 2,316, S. L. Saxy, 27th June—Mo. 21st June, Coal—Dowell & Co.

CARL DIEDERICHSEN, German str., 772, T. Kaiser, 26th June—Haiphong 21st June, Rice—Jardine & Co.

CHIHLI, British str., 1,143, J. Warrack, 28th June—Haiphong via Hoihow 24th June, General—Butterfield & Swire.

CHUNSHANG, British str., 1,418, W. E. Sawyer, 28th June—Swatow 27th June—Jardine, Matheson & Co.

EMPIRE British str., 2,843, P. T. Helm, 27th June—Sydney via Manila 25th May, General—Gibb, Livingston & Co.

FOOSHUNG, British str., 1,422, E. Woolley, 27th June—Hongay 25th June, Coal, Coke and Patent Fuel—Jardine, Matheson & Co.

GERMANY, German str., 1,712, H. Lorenzen, 26th June—Singapore 20th June, General—Jebson & Co.

HARROW, British str., 656, A. J. Robson, 27th June—Foothow 24th June, Amoy 25th and Swatow 26th, General—Douglas, Lyle & Co.

HELENE, German str., 771, J. Jessen, 26th June—Swatow 25th June, Rice—Jebson & Co.

HINSLING, British str., 1,036, A. G. Smith, 26th June—Moji 21st June, Coal—Shewan, Tomes & Co.

HONGKONG, French str., 841, A. Corneliusen, 27th June—Haiphong and Hoihow 26th June, Rice and General—E. M. Mart.

KOHSIANG, German str., 1,300, C. Roseteck, 27th June—Bangkok 20th and Hoitow 26th, Rice and Teakwood—Butterfield & Swire.

MANAL, Norwegian str., 1,193, K. Gabrielsen, 27th June—Saigon 22nd June, General—Wulff & Co.

MEFOO, Chinese str., 1,333, J. MacArthur, 28th June—Shanghai 24th June, General—Chinese.

NANCHANG, British str., 1,040, W. J. Miller, 27th June—Shanghai 23rd June, General—Butterfield & Swire.

ORIEL, British str., 2,020, G. Maddrell, 27th June—Moji 21st June, Coal—Bradley & Co.

RAJAH, German str., 1,275, R. Petersen, 26th June—Bangkok 16th and Koksichang 20th, Rice—Butterfield & Swire.

SHIBETORO MARU, Japanese str., 2,478, S. Asumi, 27th June—Moji 20th June, Coal—Osaka Shosen Kaisha.

SUNGKANG, British str., 987, G. H. Pennefather, 27th June—Cebu and Iloilo 23rd June, General—Butterfield & Swire.

TOSA MARU, Japanese str., 3,610, J. Nagao, 28th June—Seattle & Shanghai 25th June, Coal, Copper, &c.—Nippon Yusen Kaisha.

TRIUMPH, German str., 765, Hansen, 27th June—Moji 21st June, Coal—Hofmann, General—Jardine, Matheson & Co.

## DEPARTURES.

27th June.

ARCADIA, British str., for Europe, &c.

CHILDAE, Norwegian str., for Saigon.

FOOKSANG, British str., for Singapore.

FUKUHARA MARU, Japanese str., for Aping.

HUPPE, British str., for Hoitow.

KWANGLI, Chinese str., for Shanghai.

QUARTA, German str., for Hongay.

WOSALO, British str., for Swatow.

ZAFIRO, British str., for Manila.

28th June.

CHANGSA, British str., for Manila & Australia.

CHIYANG, British str., for Shanghai.

EMPIRE, British str., for Moji.

HATIAN, French str., for Hoitow.

HELENE, German str., for Hoitow.

HINSLING, British str., for Canton.

JOHN MAH, Japanese str., for Swatow.

LOHKE, German str., for Swatow.

MATHILDE KOENIG, German str., for Saigon.

NANCHANG, British str., for Canton.

ORIANO, British str., for Singapore.

PONGTONG, German str., for Swatow.

TIJALATJAP, Dutch str., for Batavia.

YUCHOW, British str., for Ningpo.

## SHIPPING REPORTS.

The British str. Haimun reports: Light wind and fine weather.

The Chinese str. Meffoo reports: Strong S. S. W. to S. W. wind with passing fog to Ockseu, from thence to port light Easterly breeze, clear fine weather.

## VESSELS IN DOCK.

June 27th.

ABERDEEN DOCKS—Sorsoyan, Fiume, Courtfield, Sumatra, Tsinflau, Poholata.

COSMOPOLITAN DOCKS.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship

"HAIMUN,"

Captain Robson, will be despatched for the above Ports TO-MORROW, the 30th inst., at 2 P.M.

For Freight or Passage, apply to

DOUGLAS, LA PAIX & CO., General Managers,

Hongkong, 26th June, 1908.

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"CARNARVONSHIRE"

Will be despatched for the above Ports on or about the 10th July, 1908.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., Agents,

Hongkong, 22nd June, 1908.

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALABA COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "SUKUGA" ... 18th July.

For Freight and further information, apply to

DODWELL & CO., LTD., Agents,

Hongkong, 29th June, 1908.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLIED TO	TO BE DESPATCHED
LONDON & ANTWERP	CARNARVONSHIRE	Brit. str.	—	C. L. Daniel	SHEWAN, TOMES & CO. ...	About 10th July.
LONDON & C. T. D. PORTS OF CALL	MALTA	Brit. str.	k. w.	Malchow	P. & O. S. N. CO. ...	On 11th July, at Noon.
HARVE & HAMBURG VIA STRAITS, &c.	DOETMUND	Gov. str.	k. w.	Lüning	HAMBURG-AMERIKA LINIE ...	On 7th July.
HARVE & HAMBURG VIA STRAITS, &c.	ISTRIA	Gov. str.	k. w.	Habel	HAMBURG-AMERIKA LINIE ...	On 26th July.
HARVE & HAMBURG VIA STRAITS, &c.	SAXONIA	Gov. str.	k. w.	Jäger	HAMBURG-AMERIKA LINIE ...	On 9th August.
HARVE & HAMBURG VIA STRAITS, &c.	SELVIA	Gov. str.	k. w.	Peter	HAMBURG-AMERIKA LINIE ...	On 23rd August.
HARVE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Gov. str.	k. w.	H. W. Kneukirch, B.N.R.	P. & O. S. N. CO. ...	On 6th September.
LONDRES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHENWAN	Brit. str.	—	Shewan, Tomes & Co.	... About 1st July.	... About 1st July.
MARSEILLES, HARVE COPENHAGEN, &c.	SHIYU	Brit. str.	—	Malchow	HAMBURG-AMERIKA LINIE ...	On 25th July.
MARSEILLES, &c., VIA PORTS OF CALL	SHIYU	Brit. str.	—	Lüning	HAMBURG-AMERIKA LINIE ...	On 26th July.
MARSEILLES, HARVE & HAMBURG VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	Habel	HAMBURG-AMERIKA LINIE ...	On 9th August.
MARSEILLES, ANTWERP & HAMBURG &c.	SHIYU	Brit. str.	—	Jäger	HAMBURG-AMERIKA LINIE ...	On 23rd August.
ANTWERP, ROTTERDAM, BREMEN & HAMBURG	SHIYU	Brit. str.	—	Peter	HAMBURG-AMERIKA LINIE ...	On 6th September.
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	H. W. Kneukirch, B.N.R.	P. & O. S. N. CO. ...	... About 1st July.
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	Malchow	MELCHERS & CO. ...	On 2nd July.
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	Melchors Maritimes	NIPPON YUSEN KAISHA ...	On 7th July, at 1 P.M.
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	Geo. Anderson	NIPPON YUSEN KAISHA ...	On 7th July, at D'light
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	Wagner	HAMBURG-AMERIKA LINIE ...	On 22nd July, at D'light
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	Girstenbr	HAMBURG-AMERIKA LINIE ...	About 30th July.
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	Rud. Meyer	HAMBURG-AMERIKA LINIE ...	Te-dav.
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	E. Tarabochia	SANDER, WIEDE & CO. ...	On 1st July, at Noon.
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	J. Nagao	SANDER, WIEDE & CO. ...	... About 25th July.
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	T. W. Garlick	DODWELL & CO., LTD. ...	On 18th July.
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	J. Nagao	CANADIAN PACIFIC B. CO. ...	On 4th July, at 4 P.M.
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	T. W. Garlick	CANADIAN PACIFIC R. CO. ...	On 11th July, at Noon.
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	J. Nagao	DODWELL & CO., LTD. ...	On 1st July.
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	T. W. Garlick	NIPPON YUSEN KAISHA ...	... About 1st July.
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	J. Nagao	NIPPON YUSEN KAISHA ...	On 21st July, at 4 P.M.
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	T. W. Garlick	NIPPON YUSEN KAISHA ...	On 16th July, at 5 P.M.
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	J. Nagao	NIPPON YUSEN KAISHA ...	On 16th July, at 5 P.M.
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	T. W. Garlick	NIPPON YUSEN KAISHA ...	On 16th July, at 5 P.M.
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	J. Nagao	NIPPON YUSEN KAISHA ...	On 16th July, at 5 P.M.
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	T. W. Garlick	NIPPON YUSEN KAISHA ...	On 16th July, at 5 P.M.
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	J. Nagao	NIPPON YUSEN KAISHA ...	On 16th July, at 5 P.M.
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	T. W. Garlick	NIPPON YUSEN KAISHA ...	On 16th July, at 5 P.M.
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	J. Nagao	NIPPON YUSEN KAISHA ...	On 16th July, at 5 P.M.
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	T. W. Garlick	NIPPON YUSEN KAISHA ...	On 16th July, at 5 P.M.
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	J. Nagao	NIPPON YUSEN KAISHA ...	On 16th July, at 5 P.M.
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	T. W. Garlick	NIPPON YUSEN KAISHA ...	On 16th July, at 5 P.M.
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	J. Nagao	NIPPON YUSEN KAISHA ...	On 16th July, at 5 P.M.
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	T. W. Garlick	NIPPON YUSEN KAISHA ...	On 16th July, at 5 P.M.
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	J. Nagao	NIPPON YUSEN KAISHA ...	On 16th July, at 5 P.M.
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	T. W. Garlick	NIPPON YUSEN KAISHA ...	On 16th July, at 5 P.M.
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	J. Nagao	NIPPON YUSEN KAISHA ...	On 16th July, at 5 P.M.
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	T. W. Garlick	NIPPON YUSEN KAISHA ...	On 16th July, at 5 P.M.
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	J. Nagao	NIPPON YUSEN KAISHA ...	On 16th July, at 5 P.M.
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	T. W. Garlick	NIPPON YUSEN KAISHA ...	On 16th July, at 5 P.M.
TRISTE, & VIA SINGAPORE, &c.	SHIYU	Brit. str.	—	J. Nagao	NIPPON YUSEN KAISHA ...	On 16th July, at 5 P.M.
TRISTE, & VIA SINGAPORE, &						

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
MARSEILLE, LONDON and ANTWERP via SINGA	NAMUR	About 1st July	Freight and Passage.
PORE, PENANG, COLOMBO and PORT SAID	Capt. H. W. Kourick, B.N.R.	July	Passage.
SHANGHAI, MOJI, KOBE, NUBIA and YOKOHAMA	Capt. F. J. Fox	About 4th July	Freight and Passage.
SHANGHAI	MARMORA	About 9th July	Freight and Passage.
LONDON via USUAL PORTS	MALTA	Noon, 14th July	See Special of Call.
LONDON	Capt. C. L. Daniel	14th July	Advertisement.

For further Particulars, apply to

F. J. ABBOTT,  
Acting Superintendent.

Hongkong, 29th June, 1908.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
AMOY and SHANGHAI	• LIANGCHOW	On 29th June, 4 P.M.
TSINGTAU, CHEFOO & NEWCHANG	• NANCHANG	On 30th June, 4 P.M.
MANILA	• TEAN	On 30th June, 4 P.M.
CEBU and ILILOO	• KAIFONG	On 4th July, 4 P.M.

MANILA STEAMERS &amp; TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIBRE, Agents, Hongkong, 29th June, 1908.

## INDO-CHINA S. NAV. CO., LTD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	WINGSANG	Tuesday, 29th June, Noon.
TIENTSIN via WEIHAIWEI	CHIPIHSHING	Tuesday, 30th June, Noon.
CHEFOO		
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Tuesday, 30th June, Noon.
SOURABAYA	CHUNHSANG	Wednesday, 1st July, 4 P.M.
MANILA	LOONGSANG	Friday, 3rd July, 4 P.M.
MANILA	YUENSANG	Friday, 10th July, 4 P.M.
SH'HAI, YOKOHAMA, KOBE & MOJI	KUTSANG	Wednesday, 15th July, Noon.

## RETURN TOURS TO JAPAN.

## OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchang.

Telephone No. 61. For Freight or Passage, apply to JARDINE, MATHESON &amp; CO., LTD., Hongkong, 29th June, 1908.

GENERAL MANAGERS.

HAMBURG-AMERIKA LINIE  
HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Routes to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

## HOMeward.

OUTWARD	STEAMERS	TO SAIL
FOR SHANGHAI, YOKOHAMA & KOBE:	ANTWERP, ROTTERDAM, BREMEN & HAMBURG;	30th June.
S.S. SAXONIA	8.S. BRISGAVIA	29th June.
FOR HAVRE & HAMBURG:	S.S. DORTMUND	7th July
S.S. SILVIA	8.S. ISTRIA	28th July.
FOR SHANGHAI, YOKOHAMA & KOBE:	MARSELLLES, ANTWERP & HAMBURG;	S.S. C. FERD. LAEISZ About 30th July.
S.S. SLAVONIA	8.S. SAXONIA	8th Aug.
FOR HAVRE & HAMBURG:	S.S. SILVIA	23rd Aug.
S.S. SLAVONIA	8.S. SAXONIA	6th Sept.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE, Hongkong Office. 12

NORDDEUTSCHER LLOYD. BREMEN  
IMPERIAL GERMAN MAIL  
LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	BORNEO	End of June.
CAPT. F. SEMBIL		
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	KLEIST	Wednesday, 1st July.
CAPT. RUD. MEYER		July, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ LUDWIG	About Wednesday.
CAPT. F. V. BINZER		1st July.
NIHLA, NEWGUINEA, BRIS- BANE, SYDNEY & MELBOURNE	PRINZ WALDEMAR	Thursday, 16th July.
CAPT. W. V. SENDEN		July, at 5 P.M.

For further Particulars, apply to—

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 26th June, 1908.

CHARGEURS REUNIS,  
FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

## ALL ROUND THE WORLD LINE.

OUTWARD via SUEZ:—Antwerp, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chawantao, (Feking Tientsin), Kobe, Yokohama.

GENOA to HONGKONG in 30 DAYS.

NAPLES to HONGKONG in 29 DAYS.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANSPACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland Passengers to Overland via Vancouver.

YOKOHAMA to VANCOUVER 18 DAYS.

YOKOHAMA to LONDON and PARIS 26 DAYS.

HOMeward via MAGELLAN STRAITS, Mexico, River Plate, Brazil, La Pallice, Liverpool.

## PROPOSED SAILINGS:

ADMIRAL EXELMANS 25th July

= MALTE ... 12th Oct.

= CEYLAN ... 26th Nov.

= CORSE ... 11th Jan. '09

† No Passengers. † Intermediate Class and Rates of Passage.

= New Twin Screw, 16,000-ton Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins. All Round the World. Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,  
FRENCH MAIL OFFICE.

Hongkong, 4th June, 1908.

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED OR OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJELATJAP	AMOY	Second half of June	JAVA	Second half of June
TJIBODAS	JAVA	Second half of June	JAPAN	Second half of June
TJIMAJI	JAVA	Second half of June	SHANGHAI	Second half of June
TJILIWONG	JAVA	Second half of June	JAPAN	First half of July
TJIPANAS	JAVA	First half of July	SHANGHAI	First half of July
TJIKINI	JAVA	Second half of July	JAPAN	Second half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

YORK BUILDINGS, 1st Floor.  
Hongkong, 19th June, 1908.

Telephone No. 375.

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JAVA-CHINA-JAPAN LIJN.

The Physician's  
Cure for Gout,  
Rheumatic Gout  
and Gravel.Safest and most  
Effective Aperient  
for Regular Use.

## DINNEFORD'S

The Universal Remedy for Acidity of the  
Stomach, Headache, Heartburn, Indigestion,  
Sour Eructations, Biliary Affections.DINNEFORD'S  
MAGNESIA

## MAGNESIA

## SHIPPING IN PORT.

STEAMERS
ALESTA, German str. 5,258. J. Ernest, 24th June
—Portland Asia via Ports 24th May. General— Portland Asia Steamship Co.
AUCHENARDEN, British str. Galloway, 26th
JUNES—Knotobata 20th June, Coal— Doddwell & Co.
BORNED, German str. 1,344, F. Sembil, 22nd
JUNE—Sandakan 17th June, General— Melchior & Co.
CHIPPING, British str. 1,199, F. Mooney, 25th
JUNE—Tientsin, Chefoo & Waihau 19th
June, General—Jardine, Matheson & Co.
COURFIELD, British str. 4,897, John Wiseman,
25th May—Moji 20th May, Coal—Vitei Bassein Kaisa.
DEBENET, British str. 1,246, J. Jenkins, 22nd
JUNE—Saigon 18th June, Rice—Bines.
EMPEROR OF JAPAN, British str. 5,910, H.
Pybus, 3,212, 23rd June—Vancouver June
3rd, and Shanghai 22nd, Mail and General— C. P. H. Co.
FUMI MABU, Japanese str. 1,589, M. r. 23rd
JUNE—Balik Pappan 18th June, Bulk Oil Asiatic Petroleum Co.
KIANGHING, Chinese str. 1,602, Bresander, 3rd June—Shanghai 30th May, General— Chineses.
KUMSANG, British str. 2,077, E. J. Buller, 22nd
JUNE—C

